

Amendments to the Claims:

Patent Claims

What is Claimed is:

1. (Currently Amended) ~~Method~~ A method for stopping elevators, particularly by using at least one AC motor $[(14)]$ driven by a static frequency converter $[(18)]$, in which a brake relay $[(6)]$ controls the brake $[(15)]$ of the motor $[(14)]$ so that de-energising the brake relay (6) will brake the motor $[(14)]$, the brake relay $[(6)]$ being connected with a safety switch $[(9)]$ in such a manner that de-energising the brake relay $[(6)]$ will reliably block the control impulses required for generating the driving motor field.
2. (Currently Amended) ~~Method~~ The method according to claim 1, ~~characterised in that~~ wherein a series-connected power semiconductor $[(20)]$ will disconnect faster than the contact $[(19)]$ of the brake relay $[(6)]$ used to control the brake $[(15)]$.
3. (Currently Amended) ~~Method~~ The method according to claim 1, ~~or 2,~~ ~~characterised in that~~ wherein if a safety system $[(2)]$ is triggered, a call $[(5)]$ will control the brake relay $[(6)]$ so that it is pulled in.
4. (Currently Amended) ~~System~~ A system for implementation of the method according to claim 1, comprising an elevator safety circuit $[(1)]$ with preferably series-connected safety systems $[(2)]$, acting via the elevator control $[(3)]$ upon the brake relay $[(6)]$ located in a frequency converter $[(18)]$, said brake relay $[(6)]$ controlling the brake $[(15)]$ of the motor $[(14)]$, the frequency converter $[(18)]$ comprising a frequency converter logic unit $[(8)]$ that produces control signals, used by the motor control power semiconductors contained in the inverter $[(13)]$, for a rotating-field-producing pulse pattern, and a safety switch $[(9)]$, which is on the one side connected to the brake relay $[(6)]$ and on the other side to the power semiconductors, so that de-energising the brake relay $[(6)]$ will disconnect the torque-generating, rotating field of the motor $[(14)]$.

5.(Currently Amended) ~~System~~ The system according to claim 4, ~~characterised in that~~ wherein the brake relay $[(6)]$ used is an emergency-out relay, preferably conforming to EN 954-1, category 4.

6.(Currently Amended) ~~System~~ The system according to claim 4, ~~or 5, characterised in that~~ wherein only one brake relay $[(6)]$ is provided.

7.(Currently Amended) ~~System~~ The system according to ~~one of the claims 4 to 6, characterised in that~~ claim 4, wherein the frequency converter $[(18)]$ is located in the connection box or in the housing of the elevator motor.

8.(Currently Amended) ~~System~~ The system according to ~~one of the claims 4 to 6, characterised in that~~ claim 4, wherein the contact $[(19)]$ of the brake relay $[(6)]$ controlling the brake $[(15)]$ is connected in series with a power semiconductor $[(20)]$.